

# MEMORANDUM

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**DATE:** JULY 21, 2026

**TO:** JEAN-CHARLES RENAUD, WALLY DUBYK – CITY OF OTTAWA

**FROM:** JOSHUA AUDIA – NOVATECH

**RE:** 2026 SCOTT STREET – TRANSPORTATION IMPACT ASSESSMENT UPDATE  
(NOVATECH PROJECT NO. 121302)

**CC:** BRAD BYVELDS – NOVATECH

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## INTRODUCTION

This revised memorandum has been prepared in support of Zoning By-Law Amendment and/or Site Plan Control applications for the properties at 2006 Scott Street, 2020 Scott Street, 2026 Scott Street, 314 Athlone Avenue, 316 Athlone Avenue, and 318 Athlone Avenue (referred collectively as '2026 Scott Street' in this memo).

An original TIA was prepared by Novatech in support of a previous Zoning By-Law Amendment application, and submitted in April 2022 and September 2022. An updated TIA in support of a previous Site Plan Control application was then submitted in February 2023, October 2023, March 2024, and April 2024. A technical memorandum was prepared by Novatech in support of a previous Site Plan Control submission in February 2026.

The purpose of this memo is to outline differences in the previous development proposal and the current proposal, and describe Site Plan details for the first phase of development, as the first phase is the only phase subject to this Site Plan Control application. The second and third phases are subject to future Site Plan Control applications, and will be reviewed when Site Plan details are known.

## PROPOSED DEVELOPMENT

The proposed development includes three towers with a total of 861 residential dwellings and 3,449 ft<sup>2</sup> GFA of ground-floor commercial space. The development will be constructed in three phases, with one tower per phase. Buildout of Phase 1 is anticipated to occur in 2028. A three-level underground parking garage is proposed, and will be expanded with each phase. The number of floors for each tower and the site statistics for Phase 1 are summarized as follows:

- Phase 1 (northeast corner of site): 30 storeys, 290 dwellings, and 3,449 ft<sup>2</sup> commercial;
- Phase 2 (northwest corner of site) and Phase 3 (southwest corner of site): up to 40 storeys for Phase 2 and up to 30 storeys for Phase 3, with a total of 571 dwellings (382 units assumed for Phase 2 and 189 units assumed for Phase 3).

A copy of the proposed development plan is included in **Attachment 1**.

A total of 128 parking spaces are proposed as part of Phase 1, and will be expanded to 438 parking spaces after all three phases are constructed. Access to Phase 1 is proposed via a two-way driveway to Athlone Avenue. Access via a two-way driveway to Scott Street is proposed as part of Phase 2. The underground parking for each phase will be connected, and therefore each phase will be able to be accessed via either proposed driveway.

The previous development application included two 40-storey towers, with a total of 856 dwelling units and approximately 3,207 ft<sup>2</sup> gross floor area (GFA) of ground-floor commercial space. Access to the site was proposed to Athlone Avenue and Scott Street, in approximately the same locations as the current proposed development. A comparison of the previous development statistics and the current development statistics is summarized in the following table.

**Table 1: Comparison of Development Applications**

| Development           | Residential         | Commercial                 |
|-----------------------|---------------------|----------------------------|
| 2024 Application      | 856 dwellings       | 3,207 ft <sup>2</sup>      |
| 2026 Application      | 861 dwellings       | 3,449 ft <sup>2</sup>      |
| <b>Difference</b>     | <b>+5 dwellings</b> | <b>+242 ft<sup>2</sup></b> |
| <b>Percent Change</b> | <b>+0.6%</b>        | <b>+7.5%</b>               |

Based on the negligible difference in proposed dwellings and proposed commercial GFA, the intersection analysis included in the 2024 TIA is conservative and does not require any updates.

## DEVELOPMENT DESIGN

### Design for Sustainable Modes

Sidewalks will be maintained along the subject site's frontages to Scott Street and Athlone Avenue, and internal walkways will connect to these sidewalks on Scott Street and Athlone Avenue. Phase 1 will include a total of 218 bicycle parking spaces are proposed within the underground parking garage or ground levels. Considering all three phases, a total of 645 bicycle parking spaces are proposed within the underground parking garage or ground levels.

OC Transpo's service design guideline for peak period service is to provide service within a five-minute (400m) walk of home, work, or school for 95% of urban residents. Main entrances to all proposed buildings are anticipated to be within 400m walking distance of Westboro Station and bus stops on Churchill Avenue and McRae Avenue.

A review of the *Transportation Demand Management (TDM)-Supportive Development Design and Infrastructure Checklist* has been conducted, and is included in **Attachment 2**. All required TDM-supportive design and infrastructure measures in the TDM checklist will be met. In addition to the required measures, it is anticipated that the following 'basic' or 'better' measures will be met:

- Locate building close to the street, and do not locate parking areas between the street and building entrances;
- Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations;
- Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort;
- Provide safe, direct, and attractive walking routes from building entrances to nearby stops.

### Circulation and Access

Garbage rooms will be located on the first level of the underground parking garage. For Phase 1, garbage collection is proposed to occur curbside on Athlone Avenue, near the parking garage access. A move-in loading bay for Phase 1 is proposed adjacent to the proposed Athlone Avenue access. Garbage collection and loading for Phases 2 and 3 will be confirmed as part of future Site Plan Control applications. Medium Single Unit (MSU)-sized vehicles will be able to reverse from Athlone Avenue, into the loading bay, and drive forward out. MSU turning movement figures for the Phase 1 building are included in **Attachment 3**.

There is no proposed fire route for Phases 1 and 2. Fire trucks will park curbside on Scott Street, as the main entrance is proposed to Scott Street. An on-site fire route will be required for Phase 3, and is expected to be located between Phases 2 and 3. Details about this fire route will be confirmed as part of future Site Plan Control applications.

### **PARKING**

The subject site is located in Area B of Schedule 1 and Area Y of Schedule 1A of the City's *Zoning By-Law (ZBL)*, and is located within 600m of a rapid transit station identified in Schedule 2A of the City's *ZBL*. The minimum vehicle parking, maximum vehicle parking, and minimum bicycle parking for the development are identified in Sections 101, 102, 103, and 111 of the *ZBL*. There is no minimum loading requirement, as the commercial development is less than 2,000 m<sup>2</sup>. A review of the proposed parking supply versus the minimum/maximum parking requirements per the City's *ZBL* are shown in the following tables.

**Table 2: Parking Review, Phase 1**

| Land Use                                                                     | Rate                                                                                                                  | Units              | Required     | Provided   |
|------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|--------------------|--------------|------------|
| <i>Minimum Resident and Visitor Vehicle Parking (Section 101/102 of ZBL)</i> |                                                                                                                       |                    |              |            |
| Apartment, High-Rise                                                         | No minimum residential parking rate, per ZBL Urban Exception 2829                                                     | 290 units          | 0 (resident) | 128        |
|                                                                              | 0.1 spaces per unit after the first 12 units and up to a maximum of 30 spaces per building                            |                    | 28 (visitor) |            |
| Retail Store                                                                 | No minimum retail parking rate, as it is located entirely on the ground floor and is less than 500 m <sup>2</sup> GFA | 320 m <sup>2</sup> | 0            | 0          |
| <b>Total</b>                                                                 |                                                                                                                       |                    | <b>28</b>    | <b>128</b> |
| <i>Maximum Vehicle Parking (Section 103 of ZBL)</i>                          |                                                                                                                       |                    |              |            |
| Apartment, High-Rise                                                         | 0.6 spaces per unit, per ZBL Urban Exception 2829 (combined resident and visitor parking)                             | 290 units          | 174          | 128        |
| Retail Store                                                                 | 3.6 spaces per 100 m <sup>2</sup> GFA                                                                                 | 320 m <sup>2</sup> | 12           | 0          |
| <b>Total</b>                                                                 |                                                                                                                       |                    | <b>186</b>   | <b>128</b> |
| <i>Minimum Bicycle Parking (Section 111 of ZBL)</i>                          |                                                                                                                       |                    |              |            |
| Apartment, High-Rise                                                         | 0.5 spaces per unit                                                                                                   | 290 units          | 145          | 236        |
| Retail Store                                                                 | 1.0 space per 250 m <sup>2</sup> GFA                                                                                  | 320 m <sup>2</sup> | 1            | 3          |
| <b>Total</b>                                                                 |                                                                                                                       |                    | <b>146</b>   | <b>239</b> |

**Table 3: Parking Review, Ultimate Development**

| Land Use                                                                     | Rate                                                                                                                  | Units                                                  | Required        | Provided   |
|------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|-----------------|------------|
| <i>Minimum Resident and Visitor Vehicle Parking (Section 101/102 of ZBL)</i> |                                                                                                                       |                                                        |                 |            |
| Apartment, High-Rise                                                         | No minimum residential parking rate, per ZBL Urban Exception 2829                                                     | 861 units<br>(Ph 1: 290)<br>(Ph 2: 382)<br>(Ph 3: 189) | 0<br>(resident) | 438        |
|                                                                              | 0.1 spaces per unit after the first 12 units and up to a maximum of 30 spaces per building                            |                                                        | 76<br>(visitor) |            |
| Retail Store                                                                 | No minimum retail parking rate, as it is located entirely on the ground floor and is less than 500 m <sup>2</sup> GFA | 320 m <sup>2</sup>                                     | 0               | 0          |
| <b>Total</b>                                                                 |                                                                                                                       |                                                        | <b>76</b>       | <b>438</b> |
| <i>Maximum Vehicle Parking (Section 103 of ZBL)</i>                          |                                                                                                                       |                                                        |                 |            |
| Apartment, High-Rise                                                         | 0.6 spaces per unit, per ZBL Urban Exception 2829 (combined resident and visitor parking)                             | 861 units                                              | 517             | 438        |
| Retail Store                                                                 | 3.6 spaces per 100 m <sup>2</sup> GFA                                                                                 | 320 m <sup>2</sup>                                     | 12              | 0          |
| <b>Total</b>                                                                 |                                                                                                                       |                                                        | <b>529</b>      | <b>438</b> |
| <i>Minimum Bicycle Parking (Section 111 of ZBL)</i>                          |                                                                                                                       |                                                        |                 |            |
| Apartment, High-Rise                                                         | 0.5 spaces per unit                                                                                                   | 861 units                                              | 431             | 663        |
| Retail Store                                                                 | 1.0 space per 250 m <sup>2</sup> GFA                                                                                  | 320 m <sup>2</sup>                                     | 1               | 3          |
| <b>Total</b>                                                                 |                                                                                                                       |                                                        | <b>432</b>      | <b>666</b> |

Based on the previous tables, Phase 1 of the proposed development will meet the minimum vehicle parking, maximum vehicle parking, and minimum bicycle parking requirements outlined in the *ZBL*. There is no requirement to provide any loading spaces under Section 113 of the *ZBL*.

## ACCESS DESIGN

As part of Phase 1, access to the proposed underground parking garage will be provided via one full-movement driveway to Athlone Avenue. Loading for the Phase 1 building is proposed to occur immediately north of the Athlone Avenue access. One full-movement driveway to Scott Street is proposed as part of Phase 2 in the same location as the previous development application, and that driveway will be evaluated as part of a future Site Plan Control application.

The proposed access to Athlone Avenue has been evaluated using the relevant provisions of the City's *Access By-Law* and *Access Design Requirements* and the Transportation Association of Canada (TAC)'s *Geometric Design Guide for Canadian Roads*.

Sections 14(1)(b) and 17(1)(a) of the City's *Access By-Law* identifies that two-way accesses to a parking lot shall have a maximum width of 9m (measured at the street line) and 19m (measured at the roadway edge). The combined width of the parking garage driveway and loading driveway is approximately 11.6m when measured at the street line and 20.2m when measured at the roadway edge, exceeding this requirement. To address the Policy 4.6.5.3 of the City's *Official Plan*, loading has been internalized to not detract from the attractiveness of the public realm. To minimize impacts to the building design and loss of ground floor area, a loading bay is proposed to be adjacent to the parking garage ramp. The width of the combined access is required to accommodate a double traffic lane leading to the underground parking lot, as well as the turning movements for loading/moving trucks entering and exiting the loading bay. Therefore, it is requested that the requirements of Section 17(1)(b) be waived.

Applying to sites abutting or within 46m of an arterial or major collector roadway, Section 3.1.4.6 of the City's *Access Design Requirements* identifies a minimum distance between an access and the nearest intersecting street, based on the total number of parking spaces serving that site. A parking supply of greater than 300 parking spaces has been considered, as the proposed access to Athlone Avenue will not be relocated as the underground parking garage expands for Phases 2 and 3. Where 300 or more parking spaces are provided, the minimum distance requirement is 75m. The proposed access to Athlone Avenue will be located approximately 43m south of Scott Street, and is as far south as possible before causing significant ramifications to site grading.

TAC's *Geometric Design Guide* identifies minimum corner clearance requirements between a private approach and an existing intersection, measuring nearest edge to nearest edge. For signalized intersections, TAC identifies a minimum corner clearance of 15m for full-movement accesses to local roadways. The proposed access to Athlone Avenue will meet this requirement.

Per Section 3.1.4.7 of the *Access Design Requirements*, the nearest edge of any private approach must be a minimum of 3m from the adjacent property line. The nearest edge of the Athlone Avenue access is approximately 6.3m from the southern property line when measuring from the street line, and approximately 2.5m when measuring from the roadway edge. This requirement is met at the street line and 0.5m short at the roadway edge. Section 3.1.4.7 also identifies that this requirement can be reduced to as little as 0.3m, provided the proposed access is located a safe distance from the access serving the adjoining property, in such a manner that adequate sight lines for outbound vehicles are maintained, and in such a manner that a traffic hazard is not created. It is requested that the requirements of Section 3.1.4.7 be waived on this basis.

Section 3.1.5 of the *Access Design Requirements* identifies a required grade of 2% to 8% for the first 9m inside the property line, for any private approach serving a parking area with more than 50 parking spaces. Relating to the loading section of the Athlone Avenue access, a maximum grade of 7.5% is proposed, which meets the requirements. Relating to the parking garage section of the Athlone Avenue access, a maximum grade of 6.6% is proposed between the property line and the top of the parking garage ramp, which is 8.7m inside the property line. At the top of the parking garage ramp, a 9.0% grade descending toward the garage is proposed. Therefore, for a distance of 0.3m, relief of the requirement is required. Drivers' sightlines to pedestrians are not anticipated to be impacted, as there is a distance of approximately 11.9m between the top of the garage ramp and the nearest edge of the sidewalk along Athlone Avenue.

TAC's *Geometric Design Guide* identifies minimum stopping sight distance (SSD) and intersection sight distance (ISD) requirements, based on the roadway grade and design speed (taken as the speed limit plus 10 km/h). Level grades and a design speed of 40 km/h for Athlone Avenue have been assumed in this review. For Athlone Avenue, the SSD requirement is 50m and the ISD requirements are 85m for outbound left turns and 75m for outbound right turns.

As Athlone Avenue is a straight and generally level roadway, adequate SSD can be provided at the proposed access location. It is anticipated that adequate ISD can be provided for any vehicles turning left or right from the proposed accesses as well, as there is limited vegetation on neighbouring properties that could obscure sightlines for outbound drivers.

## TRANSPORTATION DEMAND MANAGEMENT

### Site Context

The unit count and breakdown for Phase 1 can be summarized as follows. Unit counts and breakdowns for subsequent phases will be confirmed as part of future Site Plan Control applications.

- 290 dwellings total
  - 29 studio units;
  - 145 one-bedroom units;
  - 116 two-bedroom units.

### TDM Program

A review of the City's *TDM Measures Checklist* has been conducted by the proponent. A copy of the completed checklist is included in **Attachment 2**. The proponent will provide the following TDM measures:

- Display local area maps with walking/cycling access routes and key destinations at major entrances;
- Display relevant transit schedules and route maps at entrances;
- Unbundle parking cost from monthly rent;
- Provide a multi-modal travel information package to new residents.

## CONCLUSIONS

- Based on the negligible difference in proposed dwellings and reduction in proposed commercial GFA, the intersection analysis included in the 2024 TIA is conservative and does not require any updates.
- Sidewalks will be maintained along the subject site's frontages to Scott Street and Athlone Avenue, and internal walkways will connect to these sidewalks on Scott Street and Athlone Avenue. Main entrances to all proposed buildings are anticipated to be within 400m walking distance of Westboro Station and bus stops on Churchill Avenue and McRae Avenue.
- All required TDM-supportive design and infrastructure measures in the checklist will be met.
- The proposed development will meet the minimum vehicle parking, maximum vehicle parking, and minimum bicycle parking requirements outlined in the *ZBL*. There is no requirement to provide any loading spaces under Section 113 of the *ZBL*.
- The proposed access to Athlone Avenue has been evaluated generally meets the relevant provisions of the City's *Access By-Law* and *Access Design Requirements*, and the Transportation Association of Canada (TAC)'s *Geometric Design Guide for Canadian Roads*, except for the following.

- Sections 14(1)(b) and 17(1)(a) of the City's *Access By-Law* identifies that two-way accesses to a parking lot shall have a maximum width of 9m (measured at the street line) and 19m (measured at the roadway edge). The combined width of the parking garage driveway and loading driveway is approximately 11.6m when measured at the street line and 20.2m when measured at the roadway edge, exceeding this requirement. The width of the combined access is required to accommodate a double traffic lane leading to the underground parking lot and trucks entering and exiting the loading bay. Therefore, it is requested that the requirements of Section 25(1)(c) be waived.
- Section 3.1.4.6 of the City's *Access Design Requirements* identifies a minimum distance between an access and the nearest intersecting street, based on the total number of parking spaces serving that site. The proposed access to Athlone Avenue will be located approximately 43m south of Scott Street, and is as far south as possible before causing significant ramifications to site grading. Further, TAC's *Geometric Design Guide* identifies a minimum corner clearance of 15m for full-movement accesses to local roadways. The proposed access to Athlone Avenue will meet this requirement.
- Section 3.1.5 of the *Access Design Requirements* identifies a required grade of 2% to 8% for the first 9m inside the property line, for any private approach serving a parking area with more than 50 parking spaces. Relating to the parking garage section of the Athlone Avenue access, relief of the requirement is requested, as the proposed grade is 9.0% for a distance of 0.3m. Drivers' sightlines to pedestrians are not anticipated to be impacted, as there is a distance of approximately 11.9m between the top of the garage ramp and the nearest edge of the sidewalk along Athlone Avenue.
- The proponent will provide the following TDM measures:
  - Display local area maps with walking/cycling access routes and key destinations at major entrances;
  - Display relevant transit schedules and route maps at entrances;
  - Unbundle parking cost from monthly rent;
  - Provide a multi-modal travel information package to new residents.
- Based on the foregoing, the proposed development is recommended from a transportation perspective.

**NOVATECH**

Prepared by:



Joshua Audia, P.Eng.  
Project Engineer | Transportation

Reviewed by:

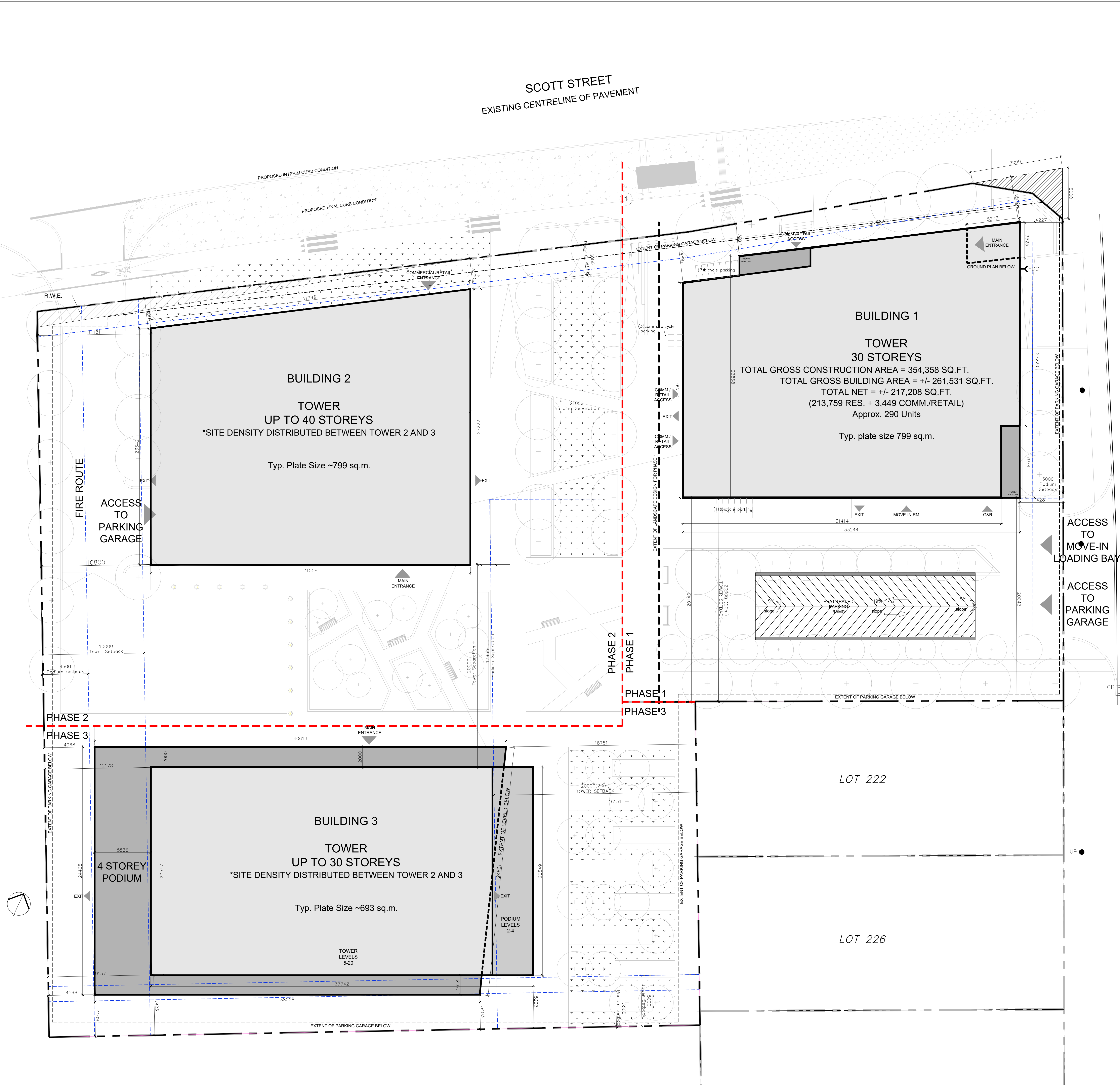


Brad Byvelds, P.Eng.  
Senior Project Manager | Transportation

## **Attachment 1**

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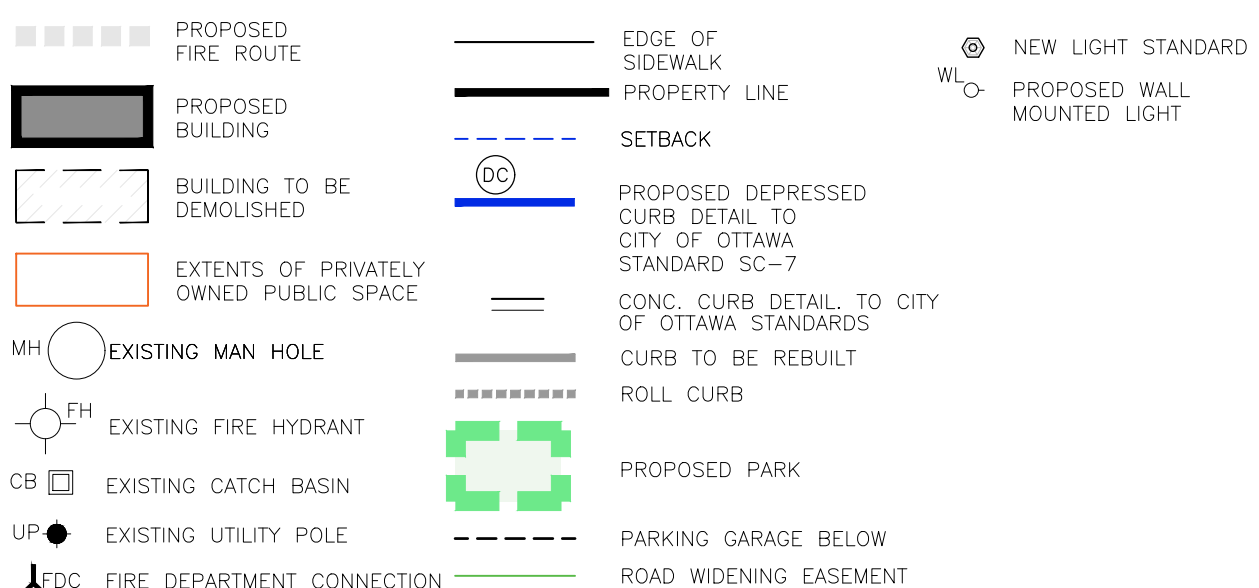
Site Plan



LOCATION PLAN 1:2000



LEGEND:



ATHLONE AVENUE



SCALE 1 : 150

ZONING NOTES:

CURRENT ZONING: WEST PARCEL L1, EAST PARCELS 1M(102)  
TOTAL LOT AREA : 6,268 m<sup>2</sup>

| BUILDING 1 (EAST BUILDING) - PHASE 1 |                                                |    | PROPOSED |
|--------------------------------------|------------------------------------------------|----|----------|
| NO. OF STOREYS                       | 30 STOREYS                                     |    |          |
| BUILDING HEIGHT                      | 100m w/o Permitted Projection                  |    |          |
| FRONT YARD SETBACK                   | SCOTT STREET                                   |    | 3.2m     |
| REAR YARD SETBACK                    | FROM PROPERTY LINE                             |    | 20.0m    |
| INTERIOR SIDE YARD SETBACK           | GROUND LEVEL SEPARATION FROM B2                |    | 21.0m    |
| SIDE YARD SETBACK                    | PODIUM/TOWER SEPARATION FROM B2(ABOVE LEVEL 1) |    | 21.0m    |
|                                      | FROM PROPERTY LINE (ATHLONE AVE.)              |    | 4.2m     |
| PHASE 1 UNIT COUNT                   |                                                |    | 290      |
|                                      | No.                                            | %  |          |
|                                      | STUDIO                                         | 29 | 10%      |
|                                      | 1 BED                                          | 58 | 20%      |
|                                      | 1 BED + DEN                                    | 87 | 30%      |
|                                      | 2 BED                                          | 87 | 30%      |
|                                      | 2 BEDS + DEN                                   | 29 | 10%      |
|                                      | 3 BED                                          | 0  | 0%       |

AMENITY SPACE REQUIREMENTS

REQUIRED AMENITY SPACE = 6 m<sup>2</sup> REQUIRED PER UNIT  
290 UNITS X 6 SQ.M. = 1,740 SQ.M. TOTAL AMENITY REQUIRED  
REQUIRED AMENITY SPACE TO BE COMMON = 870 SQ.M.  
PROVIDED AMENITY SPACE TO BE COMMON = 870 SQ.M.  
AMENITY SPACE PROVIDED = 2868 SQ.M. (870 SQ.M. COMMON)

PARKING REQUIREMENTS

NO MINIMUM REQUIRED. MAXIMUM PARKING = 0.6 PER DWELLING UNIT = 861\*0.6 = 517 MAX.  
PROVIDED PARKING = 438 INDOOR PARKING SPACES LOCATED BELOW GRADE (3 PARKING LEVELS).  
TOTAL DEVELOPMENT PARKING RATIO = 0.50

REQUIRED BICYCLE PARKING: 0.5\*861 = 431 MINIMUM  
PROVIDED BICYCLE PARKING: 645, LOCATED IN UNDERGROUND PARKING GARAGE OR AT GRADE  
INTERIOR (0.75 RATIO)  
REQUIRED BICYCLE PARKING(PHASE 1): 5\*290 = 145 MINIMUM LONG TERM

PROVIDED BICYCLE PARKING (PHASE 1): 218, LOCATED IN UNDERGROUND PARKING GARAGE OR AT GRADE INTERIOR (0.75 RATIO)  
18 SHORT TERM PROVIDED  
3 RETAIL SPACES PROVIDED



#### PROJECT TEAM

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| no. | date     | revision                       |
|-----|----------|--------------------------------|
| 4   | 26-07-21 | ISSUED FOR SPA/2BA             |
| 3   | 26-02-04 | ISSUED FOR SPA                 |
| 2   | 26-02-04 | ISSUED FOR REZONING            |
| 1   | 25-09-25 | CITY OF OTTAWA PRECONSULTATION |

It is the responsibility of the appropriate contractor to check and verify all dimensions on site and report all errors and/or omissions to the architect.

All contractors must comply with all pertinent codes and by-laws.

Do not scale drawings.  
This drawing may not be used for construction until signed.

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PROJECT/LOCATION:  
**MORLEY HOPPNER LTD.**  
314 & 318 ATHLONE AVE., 2006, 2020, 2026 SCOTT ST.  
OTTAWA ON.

DRAWING TITLE:  
**SITE PLAN**

DRAWN BY: DATE: SCALE:  
PB 26-07-21 1:150

PROJECT:  
2569  
DRAWING NO.:

**A1.00**

REVISION NO.:

NOTE: ALL EXISTING SITE INFORMATION AS PER TOPOGRAPHICAL SURVEY PLAN DATED MARCH 1, 2022  
PREPARED BY STANTEC GEOMATICS LTD.  
PART OF LOT 60 AND ALL OF LOTS 61 & 62 REGISTERED PLAN 263 AND PART OF LOT 31 CONCESSION 1 (OTTAWA FRONT), (GEOGRAPHIC TOWNSHIP OF NEPEAN)

## **Attachment 2**

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### Transportation Demand Management

## TDM-Supportive Development Design and Infrastructure Checklist: *Residential Developments (multi-family or condominium)*

| <b>Legend</b>   |                                                                                                                |
|-----------------|----------------------------------------------------------------------------------------------------------------|
| <b>REQUIRED</b> | The Official Plan or Zoning By-law provides related guidance that must be followed                             |
| <b>BASIC</b>    | The measure is generally feasible and effective, and in most cases would benefit the development and its users |
| <b>BETTER</b>   | The measure could maximize support for users of sustainable modes, and optimize development performance        |

| TDM-supportive design & infrastructure measures:<br><i>Residential developments</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Check if completed &<br>add descriptions, explanations<br>or plan/drawing references |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| <b>1. WALKING &amp; CYCLING: ROUTES</b>                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                      |
| <b>1.1 Building location &amp; access points</b>                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                      |
| <b>BASIC</b>                                                                        | 1.1.1 Locate building close to the street, and do not locate parking areas between the street and building entrances                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <input checked="" type="checkbox"/>                                                  |
| <b>BASIC</b>                                                                        | 1.1.2 Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <input checked="" type="checkbox"/>                                                  |
| <b>BASIC</b>                                                                        | 1.1.3 Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <input checked="" type="checkbox"/>                                                  |
| <b>1.2 Facilities for walking &amp; cycling</b>                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                      |
| <b>REQUIRED</b>                                                                     | 1.2.1 Provide convenient, direct access to stations or major stops along rapid transit routes within 600 metres; minimize walking distances from buildings to rapid transit; provide pedestrian-friendly, weather-protected (where possible) environment between rapid transit accesses and building entrances; ensure quality linkages from sidewalks through building entrances to integrated stops/stations ( <i>see Official Plan policy 4.3.3</i> )                                                                                                                                                                            | <input checked="" type="checkbox"/>                                                  |
| <b>REQUIRED</b>                                                                     | 1.2.2 Provide safe, direct and attractive pedestrian access from public sidewalks to building entrances through such measures as: reducing distances between public sidewalks and major building entrances; providing walkways from public streets to major building entrances; within a site, providing walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops; and providing weather protection through canopies, colonnades, and other design elements wherever possible ( <i>see Official Plan policy 4.3.12</i> ) | <input checked="" type="checkbox"/>                                                  |

| TDM-supportive design & infrastructure measures:<br><i>Residential developments</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Check if completed &<br>add descriptions, explanations<br>or plan/drawing references |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| REQUIRED                                                                            | 1.2.3 Provide sidewalks of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas, and provide marked pedestrian crosswalks at intersection sidewalks ( <i>see Official Plan policy 4.3.10</i> )                                                                                                                                                                                    | <input checked="" type="checkbox"/>                                                  |
| REQUIRED                                                                            | 1.2.4 Make sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps ( <i>see Official Plan policy 4.3.10</i> )                                                                                                                                                                                                       | <input checked="" type="checkbox"/>                                                  |
| REQUIRED                                                                            | 1.2.5 Include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Provide links to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes. Where public sidewalks and multi-use pathways intersect with roads, consider providing traffic control devices to give priority to cyclists and pedestrians ( <i>see Official Plan policy 4.3.11</i> ) | <input checked="" type="checkbox"/>                                                  |
| BASIC                                                                               | 1.2.6 Provide safe, direct and attractive walking routes from building entrances to nearby transit stops                                                                                                                                                                                                                                                                                                                                                       | <input checked="" type="checkbox"/>                                                  |
| BASIC                                                                               | 1.2.7 Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/>                                                             |
| BASIC                                                                               | 1.2.8 Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h, or provide a separated cycling facility                                                                                                                                                                                                                                                                                                  | <input type="checkbox"/>                                                             |
| <b>1.3 Amenities for walking &amp; cycling</b>                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                      |
| BASIC                                                                               | 1.3.1 Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails                                                                                                                                                                                                                                                                                                                  | <input type="checkbox"/>                                                             |
| BASIC                                                                               | 1.3.2 Provide wayfinding signage for site access (where required, e.g. when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious)                                                                                                                                                                                                  | <input type="checkbox"/>                                                             |

| TDM-supportive design & infrastructure measures:<br><i>Residential developments</i> |                                                                                                                                                                                                                                                                                | Check if completed &<br>add descriptions, explanations<br>or plan/drawing references |
|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| <b>2. WALKING &amp; CYCLING: END-OF-TRIP FACILITIES</b>                             |                                                                                                                                                                                                                                                                                |                                                                                      |
| <b>2.1 Bicycle parking</b>                                                          |                                                                                                                                                                                                                                                                                |                                                                                      |
| REQUIRED                                                                            | 2.1.1 Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible (see <i>Official Plan policy 4.3.6</i> )                                                                                                                       | <input checked="" type="checkbox"/>                                                  |
| REQUIRED                                                                            | 2.1.2 Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas (see <i>Zoning By-law Section 111</i> )                                                        | <input checked="" type="checkbox"/>                                                  |
| REQUIRED                                                                            | 2.1.3 Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored (see <i>Zoning By-law Section 111</i> )                                                  | <input checked="" type="checkbox"/>                                                  |
| BASIC                                                                               | 2.1.4 Provide bicycle parking spaces equivalent to the expected number of resident-owned bicycles, plus the expected peak number of visitor cyclists                                                                                                                           | <input type="checkbox"/>                                                             |
| <b>2.2 Secure bicycle parking</b>                                                   |                                                                                                                                                                                                                                                                                |                                                                                      |
| REQUIRED                                                                            | 2.2.1 Where more than 50 bicycle parking spaces are provided for a single residential building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers (see <i>Zoning By-law Section 111</i> ) | <input checked="" type="checkbox"/>                                                  |
| BETTER                                                                              | 2.2.2 Provide secure bicycle parking spaces equivalent to at least the number of units at condominiums or multi-family residential developments                                                                                                                                | <input type="checkbox"/>                                                             |
| <b>2.3 Bicycle repair station</b>                                                   |                                                                                                                                                                                                                                                                                |                                                                                      |
| BETTER                                                                              | 2.3.1 Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)                                                                                               | <input type="checkbox"/>                                                             |
| <b>3. TRANSIT</b>                                                                   |                                                                                                                                                                                                                                                                                |                                                                                      |
| <b>3.1 Customer amenities</b>                                                       |                                                                                                                                                                                                                                                                                |                                                                                      |
| BASIC                                                                               | 3.1.1 Provide shelters, lighting and benches at any on-site transit stops                                                                                                                                                                                                      | <input type="checkbox"/>                                                             |
| BASIC                                                                               | 3.1.2 Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter                                                                                        | <input type="checkbox"/>                                                             |
| BETTER                                                                              | 3.1.3 Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building                                                                                                                                                        | <input type="checkbox"/>                                                             |

| TDM-supportive design & infrastructure measures:<br><i>Residential developments</i> |                                                                                                                                                                                                                                                                                                    | Check if completed &<br>add descriptions, explanations<br>or plan/drawing references |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| <b>4. RIDESHARING</b>                                                               |                                                                                                                                                                                                                                                                                                    |                                                                                      |
| <b>4.1 Pick-up &amp; drop-off facilities</b>                                        |                                                                                                                                                                                                                                                                                                    |                                                                                      |
| <b>BASIC</b>                                                                        | 4.1.1 Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones                                                                                                                   | <input type="checkbox"/>                                                             |
| <b>5. CARSHARING &amp; BIKESHARING</b>                                              |                                                                                                                                                                                                                                                                                                    |                                                                                      |
| <b>5.1 Carshare parking spaces</b>                                                  |                                                                                                                                                                                                                                                                                                    |                                                                                      |
| <b>BETTER</b>                                                                       | 5.1.1 Provide up to three carshare parking spaces in an R3, R4 or R5 Zone for specified residential uses (see <i>Zoning By-law Section 94</i> )                                                                                                                                                    | <input type="checkbox"/>                                                             |
| <b>5.2 Bikeshare station location</b>                                               |                                                                                                                                                                                                                                                                                                    |                                                                                      |
| <b>BETTER</b>                                                                       | 5.2.1 Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection                                                                                                                                                | <input type="checkbox"/>                                                             |
| <b>6. PARKING</b>                                                                   |                                                                                                                                                                                                                                                                                                    |                                                                                      |
| <b>6.1 Number of parking spaces</b>                                                 |                                                                                                                                                                                                                                                                                                    |                                                                                      |
| <b>REQUIRED</b>                                                                     | 6.1.1 Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for                                                                                                                                                               | <input checked="" type="checkbox"/>                                                  |
| <b>BASIC</b>                                                                        | 6.1.2 Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking                                                                                                                         | <input type="checkbox"/>                                                             |
| <b>BASIC</b>                                                                        | 6.1.3 Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly (see <i>Zoning By-law Section 104</i> )                                                                                                                       | <input type="checkbox"/>                                                             |
| <b>BETTER</b>                                                                       | 6.1.4 Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking (see <i>Zoning By-law Section 111</i> ) | <input type="checkbox"/>                                                             |
| <b>6.2 Separate long-term &amp; short-term parking areas</b>                        |                                                                                                                                                                                                                                                                                                    |                                                                                      |
| <b>BETTER</b>                                                                       | 6.2.1 Provide separate areas for short-term and long-term parking (using signage or physical barriers) to permit access controls and simplify enforcement (i.e. to discourage residents from parking in visitor spaces, and vice versa)                                                            | <input type="checkbox"/>                                                             |

**TDM Measures Checklist:**  
*Residential Developments (multi-family, condominium or subdivision)*

| <b>Legend</b> |                                                                                                                |
|---------------|----------------------------------------------------------------------------------------------------------------|
| <b>BASIC</b>  | The measure is generally feasible and effective, and in most cases would benefit the development and its users |
| <b>BETTER</b> | The measure could maximize support for users of sustainable modes, and optimize development performance        |
| <b>★</b>      | The measure is one of the most dependably effective tools to encourage the use of sustainable modes            |

| <b>TDM measures: Residential developments</b>                       |                                                                                                                                               | <b>Check if proposed &amp; add descriptions</b> |
|---------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|
| <b>1. TDM PROGRAM MANAGEMENT</b>                                    |                                                                                                                                               |                                                 |
| <b>1.1 Program coordinator</b>                                      |                                                                                                                                               |                                                 |
| <b>BASIC ★</b>                                                      | 1.1.1 Designate an internal coordinator, or contract with an external coordinator                                                             | <input type="checkbox"/>                        |
| <b>1.2 Travel surveys</b>                                           |                                                                                                                                               |                                                 |
| <b>BETTER</b>                                                       | 1.2.1 Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress              | <input type="checkbox"/>                        |
| <b>2. WALKING AND CYCLING</b>                                       |                                                                                                                                               |                                                 |
| <b>2.1 Information on walking/cycling routes &amp; destinations</b> |                                                                                                                                               |                                                 |
| <b>BASIC</b>                                                        | 2.1.1 Display local area maps with walking/cycling access routes and key destinations at major entrances ( <i>multi-family, condominium</i> ) | <input checked="" type="checkbox"/>             |
| <b>2.2 Bicycle skills training</b>                                  |                                                                                                                                               |                                                 |
| <b>BETTER</b>                                                       | 2.2.1 Offer on-site cycling courses for residents, or subsidize off-site courses                                                              | <input type="checkbox"/>                        |

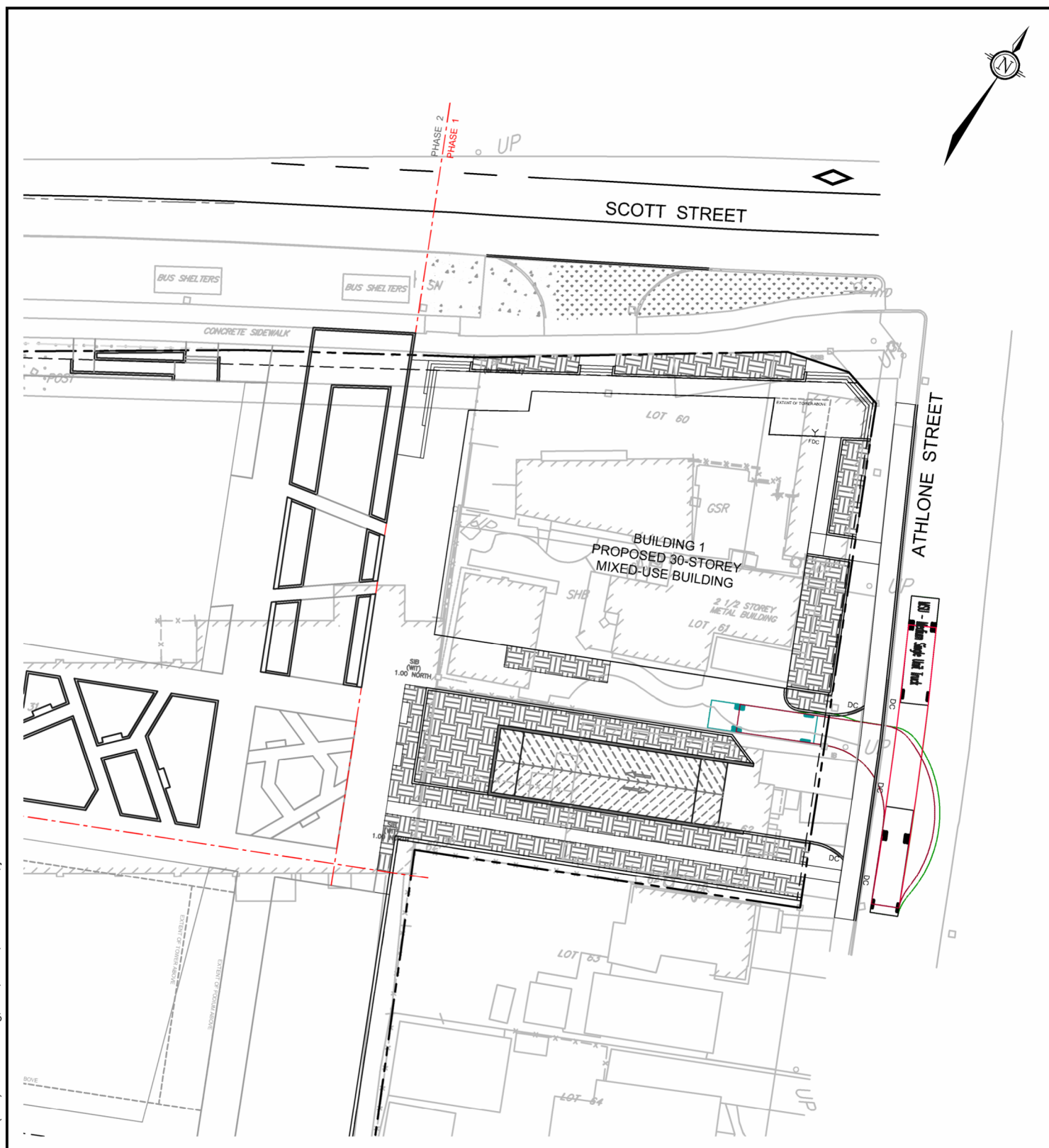
| TDM measures: <i>Residential developments</i>   |                                                                                                                                                  | Check if proposed & add descriptions |
|-------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| <b>3. TRANSIT</b>                               |                                                                                                                                                  |                                      |
| <b>3.1 Transit information</b>                  |                                                                                                                                                  |                                      |
| BASIC                                           | 3.1.1 Display relevant transit schedules and route maps at entrances ( <i>multi-family, condominium</i> )                                        | <input checked="" type="checkbox"/>  |
| BETTER                                          | 3.1.2 Provide real-time arrival information display at entrances ( <i>multi-family, condominium</i> )                                            | <input type="checkbox"/>             |
| <b>3.2 Transit fare incentives</b>              |                                                                                                                                                  |                                      |
| BASIC ★                                         | 3.2.1 Offer PRESTO cards preloaded with one monthly transit pass on residence purchase/move-in, to encourage residents to use transit            | <input type="checkbox"/>             |
| BETTER                                          | 3.2.2 Offer at least one year of free monthly transit passes on residence purchase/move-in                                                       | <input type="checkbox"/>             |
| <b>3.3 Enhanced public transit service</b>      |                                                                                                                                                  |                                      |
| BETTER ★                                        | 3.3.1 Contract with OC Transpo to provide early transit services until regular services are warranted by occupancy levels ( <i>subdivision</i> ) | <input type="checkbox"/>             |
| <b>3.4 Private transit service</b>              |                                                                                                                                                  |                                      |
| BETTER                                          | 3.4.1 Provide shuttle service for seniors homes or lifestyle communities (e.g. scheduled mall or supermarket runs)                               | <input type="checkbox"/>             |
| <b>4. CARSHARING &amp; BIKESHARING</b>          |                                                                                                                                                  |                                      |
| <b>4.1 Bikeshare stations &amp; memberships</b> |                                                                                                                                                  |                                      |
| BETTER                                          | 4.1.1 Contract with provider to install on-site bikeshare station ( <i>multi-family</i> )                                                        | <input type="checkbox"/>             |
| BETTER                                          | 4.1.2 Provide residents with bikeshare memberships, either free or subsidized ( <i>multi-family</i> )                                            | <input type="checkbox"/>             |
| <b>4.2 Carshare vehicles &amp; memberships</b>  |                                                                                                                                                  |                                      |
| BETTER                                          | 4.2.1 Contract with provider to install on-site carshare vehicles and promote their use by residents                                             | <input type="checkbox"/>             |
| BETTER                                          | 4.2.2 Provide residents with carshare memberships, either free or subsidized                                                                     | <input type="checkbox"/>             |
| <b>5. PARKING</b>                               |                                                                                                                                                  |                                      |
| <b>5.1 Priced parking</b>                       |                                                                                                                                                  |                                      |
| BASIC ★                                         | 5.1.1 Unbundle parking cost from purchase price ( <i>condominium</i> )                                                                           | <input type="checkbox"/>             |
| BASIC ★                                         | 5.1.2 Unbundle parking cost from monthly rent ( <i>multi-family</i> )                                                                            | <input checked="" type="checkbox"/>  |

| TDM measures: <i>Residential developments</i> |                                                                                 | Check if proposed & add descriptions |
|-----------------------------------------------|---------------------------------------------------------------------------------|--------------------------------------|
| <b>6. TDM MARKETING &amp; COMMUNICATIONS</b>  |                                                                                 |                                      |
| <b>6.1 Multimodal travel information</b>      |                                                                                 |                                      |
| <b>BASIC</b>                                  | ★ 6.1.1 Provide a multimodal travel option information package to new residents | <input checked="" type="checkbox"/>  |
| <b>6.2 Personalized trip planning</b>         |                                                                                 |                                      |
| <b>BETTER</b>                                 | ★ 6.2.1 Offer personalized trip planning to new residents                       | <input type="checkbox"/>             |

## **Attachment 3**

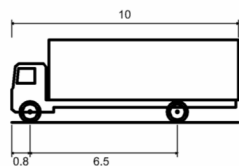
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### Turning Movement Figures



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MSU - Medium Single Unit Truck

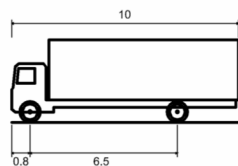
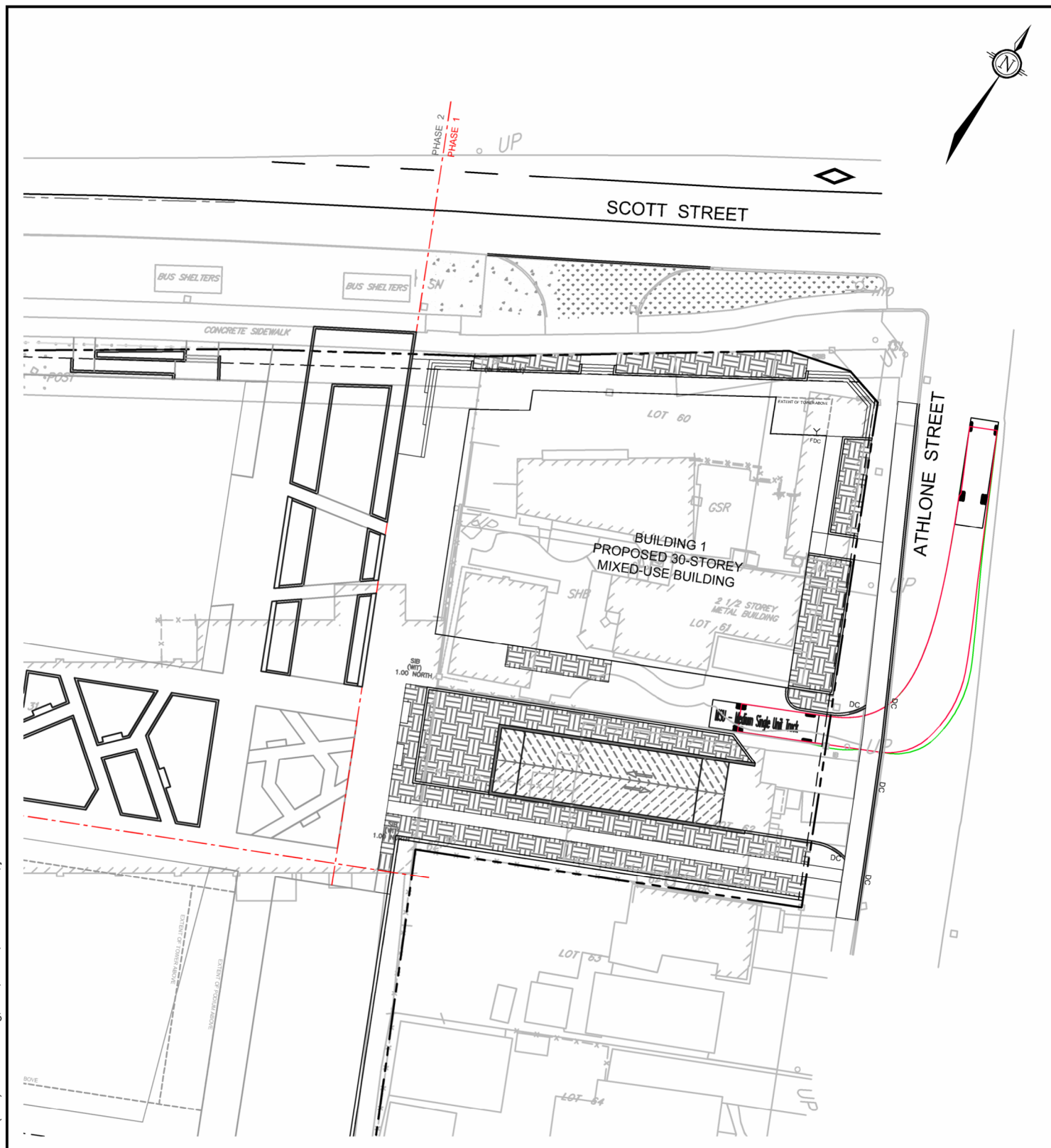
|                             |         |
|-----------------------------|---------|
| Overall Length              | 10.000m |
| Overall Width               | 2.600m  |
| Overall Body Height         | 3.650m  |
| Min Body Ground Clearance   | 0.445m  |
| Track Width                 | 2.600m  |
| Lock-to-lock time           | 4.00s   |
| Curb to Curb Turning Radius | 11.100m |

2026 SCOTT STREET

## TURNING MOVEMENT (MSU)

SCALE 1 : 500

|      |          |     |        |        |      |
|------|----------|-----|--------|--------|------|
| DATE | JUL 2026 | JOB | 121302 | FIGURE | TM-1 |
|------|----------|-----|--------|--------|------|



## MSU - Medium Single Unit Truck

|                             |         |
|-----------------------------|---------|
| Overall Length              | 10.000m |
| Overall Width               | 2.600m  |
| Overall Body Height         | 3.650m  |
| Min Body Ground Clearance   | 0.445m  |
| Track Width                 | 2.600m  |
| Lock-to-lock time           | 4.00s   |
| Curb to Curb Turning Radius | 11.100m |

2026 SCOTT STREET

## TURNING MOVEMENT (MSU)

SCALE

1 : 500



DATE \_\_\_\_\_

JUL 2026

| DATE | JOB | DESCRIPTION | AMOUNT | PAID | REMARKS |
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| 1995 |     |             |        |      |         |

121302

FIGURE

TM-2